

# The Hongkong Telegraph.

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SATURDAY, JUNE 20, 1903.

六年

號廿月六英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies—  
TOKIO—KOBÉ—NAGASAKI—LONDON—LYONS—NEW YORK—SAN FRANCISCO—HONOLULU—BOMBAY—TIENTSIEN—PEKING.

THE LONDON JOINT STOCK BANK, LTD.—PARKS' BANK, LTD.—THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI, Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—

Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$5,500,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. Dickson.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
C. Michelau, Esq.  
H. Schubart, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH  
MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2½ per cent. per annum. For 6 months, 3 per cent. per annum. For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... \$1,324,374

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq. | J. Scott Harston, Esq.  
Chow Tung Shang, Esq. | J. Lauts, Esq.  
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: "BERLIN."

BERLIN. CALCUTTA. HANKOW.

TIENTSIN. TIENTSINGTAU (Kiautschau).

LONDON BANKERS: \*

Messrs. N. M. ROTHSCHILD & SONS.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARK'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3%

" 12 " 4%

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, £820,000  
Surplus (Reserve) Gold \$4,000,000, £820,000

Total ..... Gold \$8,000,000, £1,640,000

Capital and Surplus authorised, Gold \$10,000,000  
= £2,055,000.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½% per annum.

" 6 " 4%

" 3 " 3%

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIN.

HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposit for 3 months.

4% " " " 6 "

5% " " " 12 "

E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £80,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3%

T. P. COCHRANE,  
Acting Manager.

Hongkong, 18th May, 1903. [16]

## Ships.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS
KOBE (Passing through the Inland Sea of Japan).	PEKIN Longden	About 20th June	Freight.
SHANGHAI, KOBE and YOKOHAMA calling at MOJI en route	JAPAN Maitio	About 26th June	Freight or Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	CANTON Lockstone	About 26th June	Freight or Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th June, 1903. [16]

六年

號廿月六英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

Intimations.

"I hear they want more."

BOVRIL—

the food-beverage.

BOVRIL is food and drink combined. It is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

BOVRIL

JAPAN COALS.

COALS.

THE MITSUI BUSSAN KAISHA  
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

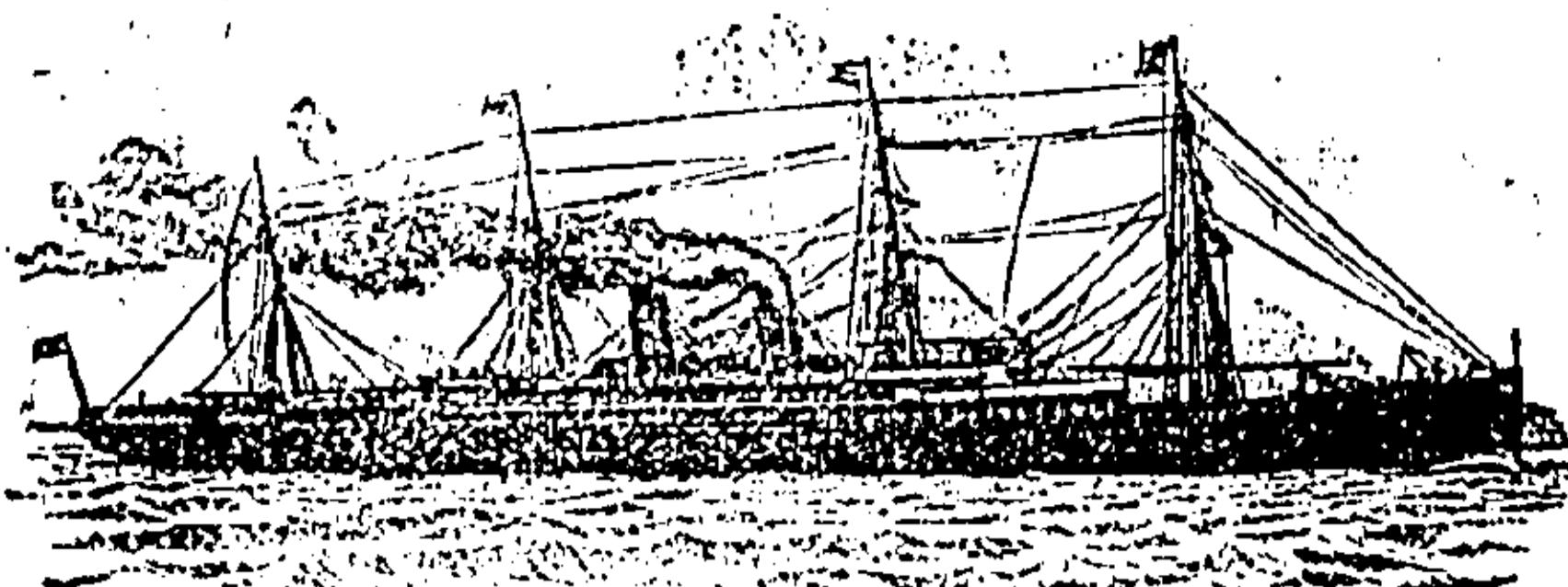
OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchow, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotu, Sasebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works

Details.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:PROPOSED SAILINGS FROM HONGKONG.  
"NIPPON MARU" ..... WEDNESDAY, 24th June, at Noon.  
"SIBERIA" ..... THURSDAY, 2nd July, at Noon.  
"COPTIC" ..... SATURDAY, 11th July, at Noon.  
"AMERICA MARU" ..... TUESDAY, 21st July, at Noon.  
"KOREA" ..... TUESDAY, 28th July, at Noon.  
"GAELIC" ..... TUESDAY, 4th August, at Noon.  
"HONGKONG MARU" ..... FRIDAY, 14th August, at Noon.  
"CHINA" ..... SATURDAY, 22nd August, at Noon.  
"DORIO" ..... TUESDAY, 1st September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-19th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO, AMBOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 27th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confirmed and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 19th June, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 24th June.  
" " "EMPERESS OF JAPAN" ..... 6,000 ..... WEDNESDAY, 15th July.  
" " "TARTAR" ..... 4,425 ..... WEDNESDAY, 22nd July.  
" " "EMPERESS OF CHINA" ..... 6,000 ..... WEDNESDAY, 27th July.  
" " "ATHENIAN" ..... 3,882 ..... WEDNESDAY, 12th August.  
" " "EMPERESS OF INDIA" ..... 6,000 ..... WEDNESDAY, 16th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Itines of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER RECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).STEAMERS DESTINATIONS. SAILING DATES.  
STRASSBURG ..... HAVER and HAMBURG ..... 20th June. Freight and  
Madsen ..... (Calling at SINGAPORE and PENANG) ..... Passengers.  
SUEVIA ..... HAVER and BREMEN and HAMBURG ..... 1st July. Freight.  
BORK ..... (Calling at SINGAPORE and COLOMBO) ..... 15th July. Freight.  
NURNBERG ..... HAVER and HAMBURG ..... 29th July. Freight and  
Jaharg ..... (Calling at SINGAPORE and PENANG) ..... Passengers.  
WURZBURG ..... HAVER and HAMBURG ..... 12th August. Freight.  
v. Binsen ..... (Calling at SINGAPORE and COLOMBO) ..... Passengers.  
BADENIA ..... HAVER and HAMBURG ..... (Calling at SINGAPORE and PENANG) ..... Freight.  
Roden ..... For further Particulars, apply toHAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 5th June, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ..... 2,363 tons. Captain H. D. Jones.  
" " "POWAN" ..... 2,338 ..... G. F. Morrison, R.N.R.  
" " "FATUAN" ..... 2,500 ..... A. F. Dixon.  
" " "HANKOW" ..... 3,073 ..... C. V. Lloyd.  
" " "KINSHAN" ..... 2,860 ..... J. J. Lissus.Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.  
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.S.S. "HEUNGSHAN" ..... 1,908 tons. Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. (excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 1,910 tons. Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING" ..... 563 tons. Captain R. D. Thomas.  
" " "SAINAN" ..... 588 ..... B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903. 1357

## Intimations.

KEEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex Factory.

In Bags of 250 lbs. Net £3.00 per Bag ex Factory.

SHEWAN, TOMES &amp; CO., General Managers. Hongkong, 13th May, 1903. 139

MACEWEN, FRICKEL &amp; CO. have undertaken the Sole Agency in Hongkong for

 A Pure LAGER BEER excellently  
Suitable for Hot Climates.  
A Refreshing Beverage.  
\$1.00 per case of 8 doz. pds.  
or  
\$2.00 per dozen.

3, Duddell Street, Hongkong. 1650

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 14th May, 1903. 139

## TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price £1.50 per case of 48 bottles (quarts) or 6 doz. pds.

Special Prices for Quantities.

Sole Agents for SIEMSEN &amp; CO., Hongkong, 10th January, 1903. 139

Hongkong, 14th May, 1903. 139

## LEVY HERMANOS. DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

QUEEN'S ROAD, Watson's Building.

40

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

EYES FLUID.

ANTI-SUPERSTITION SOUP.

VOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; CO., Bank Buildings.

Hongkong, 9th March, 1903. 139

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DEPARTURES: 20th June. Freight and Passengers.

1st July. Freight.

15th July. Freight and Passengers.

29th July. Freight and Passengers.

12th August. Freight.

Hongkong, 9th March, 1903. 139

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35-tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.  
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spex, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

## ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central. Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. 6e

## SINGAPORE'S DECADENCE AS A BRITISH PORT.

Capt. Strachan of the trading ketch *Envoy* is well-known in Singapore, particularly on the occasion of the last visit, when there was tried the sensational poisoning case brought by the Captain against one of the crew. The result was not satisfactory to Capt. Strachan, who did not hesitate to consider it "a miscarriage of justice." He undertakes to publish the proceedings in a pamphlet at some future date, in which, according to an interview in the *Australasian Star* (March 23) he proposes to charge the administration of "alleged justice" in Singapore with some very severe things "of the most aggravated kind,"—which may not be a prudent thing to do.

Capt. Strachan, in the interview (says the *S. F. Press*) discusses Singapore, and its commercial position, which he views in a very unfavourable light—

Captain Strachan, in continuing his narrative of the incidents of his three years' cruise in the schooner *Envoy*, was very emphatic as to the failing-off of British trade at Singapore. "I first became acquainted with Singapore," he said, "in 1864, but intimately since 1870, and when I had last left it in 1877 I looked upon it as one of the most flourishing and enterprising places to be found anywhere on the globe. In a short three years I could hardly realize the change. My old and esteemed friend,

SIR CHARLES MITCHELL,

had died during that time, and I can conscientiously say I never saw at any time in my career such great effect as the loss of that one man had entailed. The place seemed entirely changed. Death had made great ravages, and many of the better men had left. The poorer class were, however, compelled to stay.

In the roadstead previously I used to look upon the British flag flying from at least nine-tenths of the shipping. It now seemed to have disappeared, and its place was taken by the flag of the Germans. What few steamers still continued to sail under the British flag were mostly the property of Chinamen. Trade seemed to be stagnant, and I called upon a gentleman whom I had always considered, next to Sir Charles Mitchell, the best man in Singapore, Mr. John Anderson, principal of the firm of

GUTHRIE AND CO.,

and said to him—"When a person has been away from a place and returns after some years and complains that everything has changed, the change is usually in himself. Now, I would like to know if I have changed, or is the change in Singapore, and its people?" He replied that the change was in Singapore, and he explained the reasons, but not being satisfied I asked others, and even interviewed the statistical officer, and found that the change was a

TRIUMPH FOR FREE-TRADE, brought about, I should say, by one of the most triumphant efforts of free-trade ever recorded in history. I need not go over the beaten ground as to the rise and progress of Singapore. It is sufficient to say that it is an absolutely free port, free to buy, free to sell, to trade, to gain, or to lose as fortune smiled or frowned.

"The carrying trade between Singapore and the Eastern Islands, China, Philippines, and Borneo, was in the hands of

TWO COMPANIES,

Alfred Holt's Blue Funnel line, and the Scotch Oriental Years ago in the columns of the *Star*, when Alfred Holt had sold out his fleets to the Germans, I referred to the subject. For reasons very similar the Scotch Orient Co. also sold to the Germans, with the result that in one day the British flag came down from 16 ships in the roadstead of Singapore, and the German flew in its place. This meant that 16 masters, 16 chief officers, 16 second, and in some cases third officers, with about 48 engineers, men of British birth, were thrown out of employment. On 20 to 21 of the Scotch Oriental line an equivalent number of men were similarly treated. This of course affected a corresponding number of clerical men ashore, and

AFFECTED ALL THE BRITISH!

connected with the working of these two lines. One master I should state was retained, and a little concerning him should be of interest, as showing how determined the Germans are not to lose a point in the great mercantile marine competition. This master had evaded conscription, and was liable to arrest on returning to Germany. There are many such under the British flag. He had more than once expressed his regret that he had not been a natural-born Englishman, but he was a true Briton at heart, and a naturalised subject of the Queen. He used the liberty he enjoyed under the British flag to hold the position and earn the money which should have been that of a British born. So soon, however, as he found it would be to his advantage to renounce his allegiance he threw it off, and still commands the same ship under

THE GERMAN FLAG

which he had commanded under the red ensign. It is understood that it was represented to the Emperor that there were many such as this man holding high positions in British ships, and that if the laws relating to emigrants who had not complied with the Military Act were "abrogated" it would be an advantage to the Fatherland. The Emperor fell in with the view, and issued an edict such as would cover cases of the kind mentioned. This opens up a very big question as to how far we can

DEPEND ON THEIR LOYALTY,

seeing that they can throw off their allegiance as naturalised British subjects and become German subjects again whenever it suits them.

"Having obtained the ships, and retained such old masters as were naturalised Britishers, they set out to make the business purely German, and transferred all the agencies from the British to their own people. They were still supposed to bring the whole of the trade to Singapore, more especially as they had no port which they could make their headquarters. They very soon gave evidence of their intentions, in one act they have positively swept more than one-third of the

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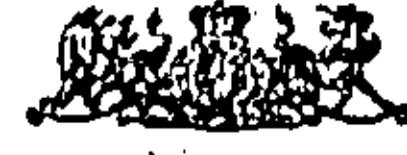
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Liefer's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903.

(355e)

## NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$90 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. (An issue sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy: Daily, ten cents; Weekly, twenty-five cents.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—Advt.

A NATIVE loafer, who thought an invitation to the Colony after being banished, was arrested at West Point yesterday, for disobeying the order. He was sentenced by Mr. J. H. Kemp, at the Magistrate this morning, to one year's imprisonment with hard labour.

The vestibule at His Majesty's Theatre the other night was the scene of meetings, greetings, and partings, as friends and acquaintances lingered to chat or hastened to their seats.

The numerous and beautifully embroidered Canton cloths utilized for theatre wraps reminded one of Mr. Rudyard Kipling's "Om loot," and by some odd coincidence the fair weavers of these Eastern trophies had dressed their hair, accidentally, of course, more or less *à la Chinoise*, and had adorned it with weird floral splendours.

PROGRAMME of music to be played by the Band of the 33rd Burma Infantry, on the new Parade Ground, on Monday next, the 22nd instant, from 5 to 6.30 p.m.

PROGRAMME. (1) "Marche Royal" (Gounod). (2) "La Lettre de Manon" (Gounod). (3) Selections—"Three Little Maids" (Rubens). (4) "Hungarian" (Brilliant). (5) Selections—"A Princess of Kensington" (Ed. German). (6) "Partouz d'Hiver" (Berger).

PIPER PROGRAMME. (1) "Cora Riga" (March). (2) "The Coronation Men" (The Sweet). (3) "Maid of Glendalough" (March). (4) "The Luring of the Piper's Hu" (Stratton). (5) "Lord James Murray's Reel" (March). (6) "The Green Hills of Tyrol" (March).

THE Pacific cable looks like developing into a costly white elephant, if the Hibernianism is permissible. Great Britain, Canada, New Zealand, and the Pacific States of the Australian Commonwealth are its proprietors, and the familiar adage about the multiplicity of cooks is once more being realized. In theory it is everybody's business and interest to make it; in practice it is nobody's. Sir Sandford Fleming, of Canada, has just written to Sir J. S. Ward, the Treasurer of New Zealand, (says the *P. M. Gazette*), bewailing the fact that not a single press message has so far passed over the cable. A heavy annual deficit will have to be faced for some years by the Governments concerned.

Don't forget the chits for they will not go LeMunyon.—Advt.

IT was with great regret that the numerous friends of the late Mr. James MacVeety learned of his death from plague at the Kennedy Town Hospital last month. To some he was known as "poor old Jemmy," while the Chinese called him Ah Chum. John MacVeety, his father, who died in 1868 and was buried at Happy Valley, was amongst those who planted the British Flag in Hongkong. In 1834 he enlisted in the 20th Regiment at Liverpool, and also served with the 54th, 55th and 98th. He was with the expeditions in China under Lieutenant Gough, Bart., and was present at the capture of most of the present treaty ports. At the conclusion of the war he came to Hongkong. The late James MacVeety, who was his fifth son, was born in 1852, and at his death left one sister to mourn his loss.—Contributed.

IN a further article on "Tropical Hygiene," Prof. W. J. Simpson says: Malarial fever was formerly in the list of diseases caused by water contaminated with jungle debris; it must, however, now be erased in view of the discovery of the transmission of malarial fever by the mosquito; if inoculation is the only mode of entrance into the human body. It is not improbable that certain so-called malarial fevers are not due to the malarial parasite, and may be caused by drinking impure water. No doubt there are many unclassified fevers, which at present are not discriminated from the malarial fevers; and it is most likely, because of this that malarial fevers have been on occasions attributed to drinking water contaminated with decaying vegetable matter. There is evidence to show that fevers have followed the drinking of waters from a marsh. These fevers have been diagnosed as malarial, but that diagnosis has not been based on microscopic examination of the blood.

ON the afternoon of the 6th inst. Hanoi experienced a typhoon which lasted until three o'clock the next morning and wrought fearful damage in the town and on the harbour. Several people were killed, houses were wrecked, launches were driven ashore and some of the principal thoroughfares presented a very ruinous appearance.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

THERE is just now under construction at the Government Factory, Bombay, a barge which is to be used in connection with the disinfection of passenger, luggage, etc., coming into Colombo from plague infected ports. Passengers are disinfected at the fumigatorium at Kottakkad, but their luggage and wearing apparel will be disinfected on the barge, which will be fitted with the necessary appliances.

THE Siberian railway route, used for tea for the first time this year, can hardly fail to affect considerably the trade in Russia, since by its means large supplies will be able to reach the consuming markets at a date far earlier than before. During this season some 3,000,000 lbs. were thus diverted from the Odessa route. One effect may be to throw the tonus of the tea market more on the native sellers when it is no longer necessary to fill and dispatch, in a very limited time, steamers under special charter for Odessa.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road, P. O. Box 368.—Advt.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—Advt.

HONGKONG GENERAL CHAMBER  
OF COMMERCE.THE COLOMBO CHAMBER AND THE CROWN  
AGENTS' SYSTEM.

A letter on the subject of the disadvantage entailed through the Crown Agents System was read, and discussion deferred until the next meeting.

NEW GENERAL CUSTOMS TARIFF OF  
GERMANY.

The copy of the new tariff, kindly forwarded by the Colonial Secretary, was laid on the table, together with a circular from the Board of Trade stating that no date had as yet been fixed for its entry into operation.

## WATER POLO AT THE V.W.C.

Quite a number of spectators assembled at the enclosure of the Victoria Recreation Club yesterday to witness a match played between teams representing Royal Engineers and the Club. The Engineers had one man short and the vacancy was filled by A. E. Alves. Play started with R. Henderson, C. Alves, J. Miller, N. Alves, O. Chunnel, A. Barros, and H. Rapp, representing the Club, and A. E. Alves, Jackson, Brown, Rogers, Mannal, Melbourne, and Goodwill, for the Engineers.

The game was a fast one and Jackson, the Engineers' goal keeper, had a hot time in keeping the leather from entering the net.

The Engineers did little scoring, and when "time" was given, the Club remained victorious by 8 goals to 3. For the Engineers

A. E. Alves played an excellent game and Jackson made a good show in goal. J. Miller, A. Barros, and N. Alves played well for the Club. Mr. A. E. Alves was referee.

## PHAYA RECLAMATION SALE.

Particulars and conditions of the sale by public auction, at the offices of the P.W.D. on the 6th prox. of the Phaya Reclamation op-

posite the Sailors' Home and registered as marine lot No. 28, have been published. The lot comprises 35,910 square feet, the boundaries and measurements being N. 251 feet, S. 198 feet, E. 160 feet, and W. 160 feet. The land will be held for 75 years, with option of renewal; the annual rent is \$600. The upset price is \$79,550. One of the conditions of sale is that the purchaser shall erect before the expiration of 24 calendar months one or more good and permanent masonry or timber, expending thereon a sum of not less than \$400.00 in reasonable improvement.

## CABLE RATES.

The latest edition of the Official Code, although containing 1,176,200 words, is still incomplete and they trust that your Chamber will have seen it to sympathise with the views of my Committee by forwarding a protest through the British Postal Authorities in order that the matter may be thoroughly ventilated at the forthcoming Conference.—I am etc.,

(Sd.) A. R. LOWE,  
Secretary.

The Secretary, London Chamber of Commerce.

The Chairman said that no information was yet to hand as to the decision adopted at the Conference held on 26th ultimo.

## CABLE RATES.

The Chairman added that the Committee would note with a certain amount of satis-

faction that the Joint Telegraph Companies

have seen fit to reduce their rates between

Hongkong and Australasia from 35% to 40%

in some cases; bearing out their intentions

intimated in a letter to the Chamber of 24th

March, 1901. It would also have been noticed that the Chairman of the Great Northern

Company had recently informed the share-

holders of that Company that the present rates

for Far Eastern traffic were rather high and that

they were on the eve of some very considerable

tariff reductions, the extent of which will only

be determined at the International Telegraph

Conference Meeting in London.

## PROPOSED MEMORIAL TO DIPLOMATIC BODY

AT PEKING ON THE CURRENCY QUESTION.

A letter was received from the Tientsin Chamber, dated 25th ultimo, stating that it had under consideration the drafting of a Memorial to the Diplomatic Body in Peking on the subject of the instability of exchange and its disastrous effects on the trade of the country. It was stated that there was good reason to believe that the Chinese Government was taking action and it was believed that some assistance might be rendered to the Government and greater prominence given to the imperative necessity for a remedy being found, by a joint Memorial from the Hongkong, Shanghai and Tientsin Chambers.

IT was decided to ask for a draft of the

Memorial and mention that this Chamber

could not see its way to present to subscribe to

the proposed joint Memorial as it would pro-

bably be necessary for the Committees con-

cerned to very fully discuss the terms of the

actual Memorial and whilst the Committee had

every wish to assist the Chinese Government

in any way possible with the object of putting

an end to the instability of exchange, the

Committee were of opinion that the first step

towards a solution of this complicated question

is the establishment of a uniform national cur-

rency as provided for in Article II of the

British Commercial Treaty of Shanghai of 1901,

and it appears therefore that their efforts

should, in the first place, be directed to attain-

ing this end, as until reform in this direction

has been carried out it will not be possible, in

their opinion, to satisfactorily deal with the

question of stability of exchange in China.

## THE MARKET REPORT AND MR. E. C. RAY.

The Chairman said that the Vice-Chairman

had persuaded Mr. E. C. Ray to continue

supplying the Freight and Shipping paragraph

in the Chamber's Fortnightly Market Report

which the latter had asked to be relieved of.

The Committee's best thanks are due to Mr

TELEGRAMS.

(Reuters.)

The German Elections.

LONDON, 18th June.  
Apart from the large Socialist gains from the Radicals, the balance of parties in the Reichstag is but little changed.

Great Britain and Servia.

Mr. Balfour said in the House that the Government had considered whether they would mark their reprobation of the disgraceful crime at Belgrade by withdrawing their representative, but had decided that the Minister shall remain at present to watch events, and not be accredited until further information had been received of the circumstances under which the new Government had come into power.

LATER.

Russia and Servia.

An official communiqué from St. Petersburg recognises King Karageorgevitch, but declares it incumbent on him to punish the assassins. This has caused consternation in Belgrade where the regicides are the heroes of the hour.

The Somaliland Expedition.

The situation in Somaliland is causing uneasiness; the difficulties of transport are increasing and the communications of Berbera and Bohol are threatened. Three companies of the Hampshires and three hundred native troops have been ordered to Somaliland from Aden.

Explosion at Woolwich.

An explosion of a Lydd shell at Woolwich Arsenal has killed 17 and injured 26 men.

Sir Ernest Satow.

Sir Ernest Satow has started for China.

TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, 8th June.

Politically we are as stagnant as we are commercially nothing has been doing but presentations of one kind or another. At the moment the little port is astir with a wedding, that of one of our most popular jocks with another daughter of our great local electrician, Mr. Poulsen. To-day in the Club the members of the Race Club presented Mr. Arthur Watts with a very handsome wedding present in the form of a silver tea and coffee service, with a very well turned address wishing him and his fair young bride a long and happy life together. Both bride and bridegroom are very young, but as Mr. Watts holds a good position in the Engineering and Mining Company the prospects for a fair start are bright ones. The wedding which takes place to-morrow promises to be a very pretty one with a big crush.

Shen Tantai has suddenly left for the South, he is said to be seriously ill and to be anxious to consult his medical adviser in Shanghai. It is probably partly a desire to get out of Peking where his pockets have been steadily emptying by all accounts. The swimming bath is starting on the second year of its existence, and the season has opened with an enthusiastic membership. The excellence of the swimming here has evoked general surprise, some really fine records being made almost daily, with some excellent diving. The bath is not a very large one but it is beautifully fitted with pale blue tiles, and makes a most attractive and delightful rendezvous especially in these dry, dust-parched days.

M. Pokotiloff, the agent of the Russo-Chinese Bank, and supposed pivot of all Russian diplomacy here, left Peking on Sunday en route for home where he takes up the inevitable post of Finance Minister. Only these big posts do not always keep the Russian officials at home. Tientsin has said good-bye to General Wogack twice already for important posts at home, and now I hear he is on his way out again! All the Legations in Peking were at the station to see M. Pokotiloff off, as well as all the leading Chinese officials. He is of course travelling via Sibiu, and may make a long pause en route. Chinese coolies continue to leave Tientsin for Port Arthur where they are ostensibly en route for railway construction which seems never to end. But many are reported to be engaged on earthworks at Newchuan, and in stocking large supplies of coal, but his is only second hand report and I have no fact to authenticate. It is a fact that Chinese merchants of all ranks are leaving New China as business is at a standstill. It is absolutely untrue as has been recently stated in some quarters that Chinese and foreigners are contented with Russian rule. The restrictions are too numerous and interference too continual to make this possible.

The Chinese here are getting desperate over the weather and the famous Iron Tablet from Shantung, which was last brought up in 1900, has been ordered to Peking by imperial edict. The Governor of Peking, Chen Pi himself has gone to fetch it, and by the time it gets to the capital rain is nearly sure to fall, as instead of taking it quickly by train it is to go by road, so as not to spoil the fengshui, and it will be sacrificed to the road, so it will be some time getting to Peking.

An old custom is to be revived by the E. D. S. orders, that of having a street of curio and silk shops within the Summer Palace precincts. This used to exist in the days when the Palace was sacked by the Allies in 1860, but the shops then destroyed were never reopened.

ASK for ASAHI JAPANESE BEER.—  
A. G. Girault.

REPORT ON THE HEALTH AND SANITARY CONDITION

OF THE COLONY OF HONGKONG, FOR THE YEAR 1902.

The Hon. Dr. J. M. Atkinson has issued the medical report on the health and sanitary condition of the Colony of Hongkong for the year 1902, together with the returns, &c. From it we extract the following:—

POPULATION.

The estimated population of the Colony for 1902 was 311,824. There were 1,200 births and 6,783 deaths, of the latter 582 were from plague. The birth-rate was 3.8 per 1,000 as compared with 3.6 per 1,000 in 1901. The death-rate was 21.7 per 1,000 as compared with 23.5 per 1,000 in 1901. The following figures will show the comparison of the death-rate in the Chinese and non-Chinese during the past two years:—

1901. 1902.

Non-Chinese... 20.5 per 1,000 19.0 per 1,000  
Chinese... 23.77 " 21.93

PREVALENCE OF SICKNESS IN DIFFERENT SEASONS OF THE YEAR, AND GENERAL CHARACTER AS TO THE MILDNESS OR SEVERITY OF THE DISEASES PREVAILING.

*Small-pox.*—This disease was much less prevalent than in 1901, 57 cases only being notified during the year as against 91 in 1901. As usual most of these cases occurred in the early part of the year.

*Cholera.*—For the first time since 1888 cholera was again epidemic in the Colony. During the year, 46 cases were notified, over 300 of these occurring in the second quarter of the year. This disease appears to have been prevalent all over the Eas., the Philippine Islands, especially having suffered. In all likelihood it was introduced to Hongkong from Canton.

*Cholera.*—This disease was much less prevalent than during the previous four years, 572 cases only being notified as compared with 1,651 in 1901.

*Rats.*—Much more active measures were taken to exterminate rats. The number of rat-catchers was considerably increased early in the year and as a result 117,830 rats were destroyed during the year. The number of rats caught during the past three years is as follows:—

1900, ..... 46,593  
1901, ..... 77,793  
1902, ..... 117,830

Since March a systematic bacteriological examination has been made of all rats caught. The services of three Japanese doctors, versed in this work, were obtained from the Japanese Government for six months and since then work has been carried on by Chinese bacteriological assistants, specially trained by the Government bacteriologist who arrived in the Colony at the end of February. The result of the examination is interesting, at first in March only .03 per cent. of the rats caught were infected with plague. At the end of May the percentage of plague infected rats was 5.9, this rose until the third week in July when it reached 7.8 per cent., since then it gradually fell until November when it was 1.7 per cent. Notwithstanding the fact that from September to the end of the year plague in man had practically ceased, plague infected rats were still found, the percentage varying from 1.7 per cent. to 1.1 per cent. at the end of the year and then infected rats came from practically every health district in the Colony.

*Hopping prophylaxis.*—The whole of the plague staff was inoculated with anti-plague serums and not a single case occurred amongst them. It was impossible, however, to induce Chinese generally to be inoculated.

*Enteric fever.*—There were 55 cases as compared with 73 in 1901. These were equally distributed throughout the year, the numbers for the respective quarters being 16, 12, 12 and 15. Five of these were imported cases.

*Malaria fever.*—There was a still further reduction in the number of deaths returned as amongst the Chinese from malarial fevers, the figures for the last three years being 303 in 1900, 541 in 1901, and 887 in 1902. Anti-malarial measures, viz., removal of undergrowth, training of nullahs and draining of stagnant pools, were continued during the year.

*Bubonitis.*—There were more deaths reported from this disease than in previous years, the numbers being 452 as against 277 in 1901 and 361 in 1900.

*Dengue.*—An extensive outbreak of this disease took place. Some fifty cases occurred in the autumn of the previous year, the disease evidently having been introduced from Singapore. Every section of the community were affected, over 400 cases having been admitted to the Government Civil Hospital alone. The earliest case occurred towards the end of June, it was prevalent in July, more prevalent in August and commenced to decline in September with the onset of the cool weather and in October it soon died out. Considerable inconvenience was caused commercially as many firms employing large numbers of men had great difficulty at the height of the epidemic in obtaining workmen. It is to be hoped that this disease is not going to become endemic.

GENERAL SANITARY CONDITION OF THE COLONY.

The sanitary condition of the Colony has been improved of late years more especially by the provision of open spaces in the rear of buildings thus doing away with *back to back* houses and introducing more light and ventilation to the Chinese dwellings. Much, however, remains to be done. Professor Simpson and Mr. Osbert Chadwick, C. M. G., arrived in the early part of the year. Their reports conclusively show that overgrowing and many insanitary dwellings and areas exist. Mr. Chadwick states that an further of opinion that nothing short of the general resumption of insanitary conditions, and their entire re-construction, will bring about any thorough improvement in the sanitary condition of Hongkong. The Legislature has introduced and passed a new Public Health and Buildings Bill which has consolidated and improved the various existing Public Health and Buildings Ordinances, and it is hoped and expected that this Bill will do much to further the better sanitation of this Colony.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

The following is the report of the Board of Directors to the fourteenth ordinary yearly meeting of shareholders, to be held at the company's office, No. 4, Queen's Buildings, at 12.30 p.m., on Saturday, 11th July, 1903:—

Gentlemen.—Your directors have the pleasure to submit the accompanying statement of the company's accounts for the year ending 1st April, 1903.

The balance at credit of profit and loss account is \$82,167.11; after deducting directors' fees (\$3,000), there remains the sum of \$79,167.11 available for appropriation, and your directors recommend that this be disposed of as follows:—

To pay a dividend of 6 per cent.:—  
Say 90 cents per share  
on 30,000 fully paid  
shares, ..... \$27,000.00

Say 45 cents per share  
on 30,000 part paid  
shares, ..... 13,500.00

To write off p'nt account for de-  
preciation, ..... 34,741.11

To write off furniture account for  
depreciation, ..... 473.00

To carry forward to next account, .. 3,433.00

CHINESE MINERS.

Messrs. Skinner and Noyes, the commissioners who are now in the F. M. S. inquiring into the question of Chinese labour, reached this part of the world via Vancouver. While at the latter they made investigations into the employment of Chinese in mines and other work there. Mr. Skinner, speaking of the Chinese, remarked that they appeared to be good workmen, but no definite opinion could be formed till Mr. Noyes and himself had seen them working in large numbers and for this purpose they were going to Malaya. When the commissioners leave Singapore, says the *Straits Times*, they will return to Hongkong, and will probably go home via the trans-Siberian railway.

N. Y. K. NEW STEAMERS.

Writing under date 19th inst., Messrs. Ben-

jamin, Kelly and Potts state:—

Share business continues as slack as ever and is likely to remain so till after the June settle-

ment which is a heavy one. During the past

week, transactions have been confined to a few

stocks which are dealt with below:—

Banks.—Hongkong and Shanghai Banks

have been negotiated at \$685 for the settlement

and close with inquiries for shares at \$680 cash.

The London quotation has advanced to £63 5/-

Nationals are in strong request at \$27.

Marine Insurances.—Unions are still wanted at \$500. There is no alteration in China

Fraders. Fraders have changed hands and close-in further request at \$17 1/2.

Fire Insurances.—Hongkong Fires continue to demand at \$30. China Fires have been

booked at \$8, and there are further buyers.

Shipping.—Hongkong, Canton and Macao

Steamboats can be placed at \$374. Indo-

Chinas are wanted at \$105 after sales at the

rate. Douglas Steamers have been dealt in at \$41 and China and Manilas remain quiet at \$26. Star Ferries (old issue) are inquired for at \$26: the new shares have been bought and further buyers at \$16. Shell Transports have declined and are on offer at £1. 5/-.

Refineries.—China Sugars have not been

shipped in Luzon.

Mining.—No transactions have come under our notice and quotations remain unaltered since our last report.

Docks, Wharves, and Godowns.—Hongkong

and Whampoa Docks have been placed at \$214, and are still wanted. Farnhams have

further weakened in Shanghai and shares can

be procured at Tls. 105. Kowloon Wharfs are

without business and remain at \$90, nor is

there any change in Hongkong Wharfs which

continues weak at Tls. 200.

Lands, Hotels and Buildings.—Hongkong

Lands are still quoted at \$167. West Points

can be placed at \$51 and Kowloon Lands are

in request at \$374. Shanghai Lands have

eased off and can be had at Tls. 109. Hong-

kong Hotels are in strong demand at \$151.

Oriente Hotels have hardened and are wanted at \$35. Humphreys' Estate keep firm at \$124,

and China Providents are quiet at \$92.

Cotton Mills.—Nothing doing.

Cigar Companies.—A further decline in

Sumatras is reported from Shanghai. Shares

have changed hands at that port at Tls. 52.

Alhambras have been disposed of at \$300.

Miscellaneous.—Green Island Cements are

steady at \$25. Sales of A. S. Watsons have

been effected at \$143 and \$23 for the old and new

shares respectively and are still asked for at

these figures. William Powells have found

buyers at \$10. Laogkai have been done at

Tls. 285 ex the dividend and bouns of alto-

gether Tls. 10 to paid on the 15th instant.

FORTNIGHTLY MARKET REPORT.

Cotton.—After several weeks of dull and

depressed state, a revival is to be noticed in

Indian Cottons. A very good business trans-

pired and about 1,600 packages were sold at

\$4 to \$6, that is at an advance of about \$1

on last mail's sales. It is also reported that

## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## JOINT SERVICES.

EVERNIGHTLY SAILINGS FOR LONDON.

MONDAY SAILINGS FOR LIVERPOOL, AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"STENTOR".....	On 24th June.
GLASGOW and LIVERPOOL	"TYDEUS".....	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON".....	On 12th July.
GLASGOW and LIVERPOOL	"DIOME".....	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR".....	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR".....	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER".....	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW".....	On 9th August.
S.S. "STENTOR" from Glasgow and Liverpool left Singapore 19th inst., a.m., and is due here 24th inst.		

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	"ANTENOR".....	On 23rd June.
MARSEILLES, LONDON & ANTWERP	"ALCINOUS".....	On 7th July.
LIVERPOOL	"PROMETHEUS".....	On 22nd July.
MARSEILLES, LONDON & ANTWERP	"PELFUS".....	On 21st July.
MARSEILLES, LONDON & ANTWERP	"STENTOR".....	On 4th August.
MARSEILLES, LONDON & ANTWERP	"DARDANUS".....	On 18th August.
S.S. "ANTENOR" for Marseilles, London and Antwerp left Shanghai on 18th inst. for Foochow and this.		

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid.</i>	"MACHAON".....	On 14th July.
NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW".....	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th June, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMFOA".....	22nd June.
CEBU and ILOILO	"KAIFONG".....	23rd "
MANILA	"CHINGTU".....	4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU".....	4th "
KOBE	"TAIYUAN".....	7th "

\* The attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table.

A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.W.—R.D.C.D. SALO N FARES, SINGLE AND RETURN, TO MA ILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th June, 1903.

## Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 27th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)...	SATURDAY, 4th July, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 20th June, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship Tons Captain To Sail  
"INDRAVELLI"..... 4,899..... R. P. Craven ..... July 14, 1903.  
"INDRAPURA"..... 4,899..... A. E. Hollingsworth ..... Aug. 14, 1903.  
"INDRASAMHA"..... 5,197..... W. E. Craven ..... Sept. 13, 1903.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.  
FOR ANPING\*..... "MAIDZURU MARU"..... T. Saito..... SUNDAY, 21st June.

FOR TAMSUI\*..... "DAIGI MARU"..... T. W. Groves. THURSDAY, 25th June.

FOR FOOCHOW\*..... "ANPING MARU"..... J. Goto ..... SUNDAY, 28th June.

FOR TAMSUI\*..... "DAIJIN MARU"..... T. Ogata ..... WEDNESDAY, 1st July.

\* Viz. SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUAN KAISHA's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 19th June, 1903.

## THE HONGKONG TELEGRAPH, SATURDAY, JUNE 20, 1903.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.  
DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to

SAM WANG &amp; CO., LTD.

81, Queen's Road Central,

Hongkong, 13th June, 1903.

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## STEAM TO CANTON.

## THE Splendid New Steel Twin Screw Steamer

## "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following day, leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

FARE.—Return Ticket including Tiffin and Dinner (either on Board or at Macao Hotel) \$5.

A Mashed for Sea Bathing is provided and Bathing Clothes, &c., provided at a reasonable

throughout by Electricity.

Hongkong, 17th June, 1903.

[714]

## EXCURSION TO MACAO.

## THE Fast and Commodious Steamship

## "WING CHAI,"

will leave her wharf, opposite Central Market, EVERY SUNDAY (during the Summer Months) at 8.30 A.M. returning at 8 P.M.

FARE.—Return Ticket including Tiffin and Dinner (either on Board or at Macao Hotel) \$5.

A Mashed for Sea Bathing is provided and Bathing Clothes, &c., provided at a reasonable

throughout by Electricity.

Hongkong, 17th June, 1903.

[714]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIBERGHEN" ... 22nd June.

"MACDUFF" ..... 15th July.

"SAINT HEDE" ..... 25th July.

For Freight and further Information, apply to

DODWELL &amp; CO., LIMITED.

Agents.

Hongkong, 17th June, 1903.

[714]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

For further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 30th May, 1903.

[714]

## "CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

## Shipping.

## Arrivals.

Hainan, Br. s.s., 676, Mutton, 19th June, Tamsui 16th June, and Amoy 18th, Gen. —D. L. & Co.  
Ulabrand, Nor. s.s., 1,209, Andersen, 19th June, —Moj 13th June, Coal.—C. & Co.  
Borg, Nor. s.s., 738, Mathisen, 19th June, —Bangkok 12th June, Rice and Timber—Ming Chun.  
Taitu, Ger. s.s., 1,063, Menzell, 20th June, —Mauritius via Singapore 14th June, Gen. —E. A. T. Co.  
Koumaru, Jap. s.s., 1,783, Minamikawa, 20th June, —Moj 16th June, Gen.—Kwong Chong.  
Strassburg, Ger. s.s., 3,206, Madsen, 20th June, —Yokohama 28th May, and Foochow 18th June, Gen.—H. A. L.  
Meefoo, Ch. s.s., 1,321, Stewart, 20th June, —Canton 16th June, Gen.—C. M. S. N. C.  
Bunhill, Ger. s.s., 872, Selck, 20th June, —Newchwang 12th June, Beans.—S. W. & Co.  
Kweilin, Br. s.s., 1,072, McIntosh, 20th June, —Canton 19th June, Gen.—B. & S.

## Departures.

Chusan, for Europe.  
Rubi, for Manila.  
Hupu, for Shanghai.  
Cheungchow, for Amoy.  
Tsingtao, for Manila.  
Peking, for Canton.  
Tyr, for Canton.  
Guthrie, for Kohi.  
Kutulou, for Chinkiang.  
Frigate, for Sva. ov.  
Haihan for Pakhoi.  
Tatcheng, for Hoitow.  
Chinkiang, for Shanghai.  
M. Struve, for Canton.  
Thunis, for Canton.

## Passengers arrived.

Per Taitu, from Singapore—Messrs. Belly, Gestein, and 237 Chinese.  
Per Strassburg, from Yokohama for Hamburg—Wisses Elsa, Helm, Louise Helm, Messrs. Will Helm and Fritz Steinisch.  
Per Hainan, from Tamsui—Messrs. E. R. Kowbridge and E. Clarke. From Amoy—Messrs. Wallace, C. Lastars, 7 Chinese and 4 Japanese.

## Passengers departed.

Per Chusan, from Shanghai for London—Messrs. A. Hammond, Chong Ching Yi, Col-Sergt. Miller, Col-Sergt. Raper, Col-Ser. Bones, Col-Sergt. Bunc, Sergt. Gibson, Mr. Stubbs, R.N., and Mr. Levetus. For Penang—Mr. Alma Becker. For Bombay—Alam Jademar, 1 Indian Soldier, (3rd class Govt. Corporal Spouse). From Hongkong for London—Fleet-Paymaster Clur, Lieut. Peatly, Sergt. Aldridge, and Lieut. Quenell. For Bombay—Messrs. Sullanly and Bhayma. For Singapore—Rev. Father Hornsby, and Mr. B. Munro.

Per Root's Maru, for Manila—Mrs. D. Llyer, Miss Maude Flint, Mr. L. S. Goddard, Dr. and Mrs. A. Bond, Lieut. Gen. J. Holden, Kurt Eppley, Mr. L. R. Fredendall, Capt. H. S. Whipple, Mr. and Mrs. Cho Jang Ling, Messrs. Cho Ling, Cho Yin, Cho Choy Kuk, Co Moa, Si Wan, Co Oco, Co Ping, C. Ikujiro Ueda, T. Hashimoto, W. K. Bachelor, C. B. Palmer, Misses E. Heyer, L. B. Tunis, Mr. and Mrs. D. Coats and family, Messrs. H. Kayama, D. Sabah, Na zina Cuesta, Han Ti, Masujiro Ishizaki, S. Iwasaki, F. Ikeno, Utaro Ikeno, Gonkichi Ohno, Lihei Kura, K. Yamamoto, K. Kitasuka, S. Otsuki, T. Yamashita, John Miyake, Tomitaro Funobashi, H. Tokoyama, U. Morio, Kita Kao, M. Murakami, T. Yasumoto, K. Tsujimura, N. Koidzumi, S. Murakami, R. Oyama, Misses T. Shidzukawa, Take Takahashi, Mr. C. Sugano, Mrs. Y. Yamada, Messrs. C. Shidzukawa and S. Sugara.

Per Rubi, for Manila—Mr. William Thomas Maudsley, Rev. and Mrs. J. L. McLaughlin, Misses Loraine McLaughlin, Zobel, Mrs. T. Ayols Vda. de Zobel, Messrs. E. P. Schmed, W. D. Graham, Mehtab Kaho, Mr. and Mrs. C. E. Le Munyon, Messrs. G. H. Riley, D. M. Agnew, C. Gunther, C. Sant, Carl S. Benche Edwards Kayser, Tan L. Sin, T. B. Chiong, Que Dicht, T. N. James, Park W. Wallace, Las Hures, C. W. Trowbridge, Chas. Clark, F. W. Butler and Cho Chau Beng.

## Shipping Reports.

Str. Taitu from Singapore:—Fair S.W. monsoon, fog and rain.

Str. Hainan from Tamsui:—Fresh S.W. monsoon and sea;—rainy weather, here to Amoy fresh N.E. monsoon and following sea;—cloudy, overcast and rainy throughout to arrival.

Hongkong & Whampoa Dock Returns, Nippon Maru ..... at Kowloon Dock, Taicheng .....  
Empress of India .....  
Antonio Macleod .....  
Legasi .....  
Clavering .....  
Chuettia .....  
Canton River .....  
San Jonquin .....  
Tsingtao .....  
Verona .....  
SAILING VESSELS.

## Vessels in Port.

## STEAMERS.

Antonio Macleod, Am. s.s., Ugarta, 15th June; —Hollo 10th June, Gan.—B. & Co.  
Apenrade, Ger. s.s., 611, Ulster, 19th June, —Haiphong via Pakhoi and Holow 18th June, Gen.—J. & Co.  
Ariake Maru, Jap. s.s., 2183, Tasaka, 19th June, —Kuchinozu 14th June, Coal.—M. B.  
Ballavari, Br. s.s., 4,297, Summers, 18th June, —Bombay 3rd June, and Singapore 13th, Mails and Gen.—P. & O. S. N. Co.  
Cassis, Ger. s.s., 1,169, Bahren, 18th June, —Canton 18th June, Gen.—S. W. & Co.  
Chowta, Ger. s.s., 1,005, Kohler, 16th June, —Bangkok 13th June, Gen.—B. & S.  
Clitus, Br. s.s., 1,588, McDonald, 16th June, —Chinkiang 12th June, Ground-nuts.—Order.  
Dagmar, Nor. s.s., 383, Salvesen, 13th June, —6th June, Gen.—E. A. T. Co.  
Emma Lukken, Ger. s.s., 1,110, Martens, 13th June, —Saigon 9th June, Rice.—E. A. T. Co.  
Empress of India, Br. s.s., 3,003, Marshall, 16th June, —Vancouver 25th May, and Shanghai 13th June, Mails and Gen.—C. P. R. Co.  
Haiching, Br. s.s., 1,267, Passmore, 19th June, —Hoiching 16th June, Amoy 17th, and Swatow 18th Gen.—D. L. & Co.  
Katsong, Br. s.s., 1,024, Pennefather, 16th June, —Hollo 12th June, Gen.—B. & S.  
Legazpi, Am. s.s., Tribar, 15th June, —Manila 9th June, Balust—Order.  
Loo Sot, Ger. s.s., 1,011, Schnur, 16th June, —Bangkok 11th June, Rice.—B. & S.  
Maidauri Maru, Jap. s.s., 667, Saitow, 17th June, —Anping via Amoy and Swatow 16th June, Gen.—O. S. K.  
Nippon Maru, Jap. s.s., 3,437, Greene, 13th June, —San Francisco 16th May, and Shanghai 11th June, Mails and Gen.—P. M. S. N. Co.  
Olympia, Am. s.s., 2,837, Truebridge, 13th June, —Tacoma via Ports 16th May, Gen.—D. & Co., Ld.  
Onsang, Br. s.s., 1,787, Davies, 12th June, —Moj 11th June, Coal.—J. M. & Co.  
Pakhoi, Br. s.s., 1,279, Shaw, 18th June, —Canton 18th June, Gen.—B. & S.  
Pekin, Br. s.s., 2,522, Lorgdens, 19th June, —Bombay via Singapore 15th June, Cotton and Gen.—P. & O. S. N. Co.  
Thuyen, Fr. s.s., 1,266, Thomas, 15th June, —Saigon 11th June, Rice.—B. & Co.  
Pompey, Am. s.s., 1,209, Range, 28th May, —Manila, P. I. 25th May, Balust.—U. S. Government.  
Progress, Ger. s.s., 687, Bremer, 9th June, —Tourane 6th June, Gen.—S. & Co.  
Pronto, Nor. s.s., 814, Seeberg, 19th June, —Canton 18th June, Gen.—E. A. T. Co.  
San Joaquin, Am. s.s., 2,37, Galdie 26th Apr., —from Aparsi, Balust—Order.  
Suisan, Br. s.s., 1,775, Young, 16th June, —Calcutta via Penang and Singapore 9th June, Opium and Gen.—J. M. & Co.  
Ta-shan, Br. s.s., 1,121, Jenkins, 17th June, —Saigon 12th June, Rice and Meal.—B. & Co.  
Taurus, Nor. s.s., 1,367, Seeberg, 17th June, —Moj 10th June, Coal.—C. & Co.  
Tosa Maru, Jap. s.s., 3,610, Christiansen, 15th June, —Shanghai 13th June, Gen.—N. Y. K.  
Trios, Ger. s.s., 1,013, Krafis, 18th June, —Saigon 14th June, Rice and Gen.—S. & Co.  
Tsin-tai, Ger. s.s., 1,022, Koch, 14th June, —Bangkok 8th June Gen.—B. & S.  
Verona, Ger. s.s., 3,036, Spiesen, 13th June, —Kuchinotzu 7th June, Coals.—M. B. K. C. S. James, 10 a.m.

## TO-MORROW.

## CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m.; and 9.30 a.m. Benediction, 5.30 p.m.  
St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Weleyan Methodist Church:—Services, 10.30 a.m., and 5.45 p.m.  
Union Church:—Services, 11 a.m., and 6 p.m.  
St. Peter's Seamen's Church.  
Queen's Road West.  
Matins 11 a.m., Hymn, 360; Venite, Haywood; Te Deum, Lawes Jubilate, Furl's Hymns, 35, S. H., 232, and 228, Kyrie, Tuckerman, Holy Communion, 12.20 p.m.  
Evensong 6.30 p.m., Hymn, 48, S. H., Magnificat, Canticus; Nunc, Lec. Hymns, 43, 595 and 515.

The Church Launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services; between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.) returning afterwards. The "answering pennant" is the call flag. All the sailings are free and unappropriated. Strangers welcome.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 20th at 11.30 a.m. the barometer has risen on the China coast, fallen over Japan.

The shallow depression is moving NE. to the East of the Loochous.

Pressure is again near the normal along the China coast, and gradients are slight, mainly for SE. winds.

Moderate S. monsoon over the N. part of the China Sea.

Forecast:—moderate SE. winds; thunder-showers.

YESTERDAY'S WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.  
Barometric ..... 29.68 29.65  
Temperature ..... 80 80  
Humidity ..... 86 89  
Rainfall ..... 1.08

CHINA COAST METEOROLOGICAL REGISTER.

June 20th, 1903, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostock, 7 a.m. 29.83 54.99 S f  
Nemuro ..... 6 a.m. 29.92 54.99 SE 4

Hakodate ..... 29.93 — E 2  
Tokio ..... 29.92 — N 2  
Kochi ..... 29.75 — NE 6

Nagasaki ..... 29.74 — N 2  
Osima ..... 29.66 — N 6  
Naha ..... 29.74 — NW 2

Ishigakijima ..... 29.74 — NE 2  
Taishoku ..... 5 a.m. 29.78 — O 0  
Taichu ..... 29.70 — O 0  
Tainan ..... 29.75 — E 4  
Kouchi ..... 29.70 — SW 2  
Pescadores ..... 29.75 — NW 2  
Weihaiwei ..... 9 a.m. 29.83 75 S 1  
Gulfat ..... 29.80 78 82 SE 2  
Sharp Peak ..... 29.81 78 89 E 1  
Amoy ..... 6.30 a.m. 29.81 75 90 NE 1  
Swatow ..... 9 a.m. — — —  
Canton ..... 10 a.m. 29.76 80 NNE 2  
Victoria Peak ..... — — S 3  
Cap Rock ..... 29.74 — ESE 2  
Macao ..... 29.73 83 SSE 1  
Haiphong ..... — — —  
Manila ..... 29.84 90 66 SSE 1  
Malate ..... 9 a.m. — — —  
Bacolod ..... — — —  
Iloilo ..... 29.88 84 SW 2  
Cebu ..... 29.92 87 — O 0  
C. S. James, 10 a.m. — — —

On date at 4 p.m.

Barometric ..... 29.68 29.65 S f  
Nemuro ..... 6 a.m. 29.92 54.99 SE 4

Hakodate ..... 29.93 — E 2  
Tokio ..... 29.92 — N 2  
Kochi ..... 29.75 — NE 6

Nagasaki ..... 29.74 — N 2  
Osima ..... 29.66 — N 6  
Naha ..... 29.74 — NW 2

Ishigakijima ..... 29.74 — NE 2  
Taishoku ..... 5 a.m. 29.78 — O 0  
Taichu ..... 29.70 — O 0  
Tainan ..... 29.75 — E 4  
Kouchi ..... 29.70 — SW 2  
Pescadores ..... 29.75 — NW 2  
Weihaiwei ..... 9 a.m. 29.83 75 S 1  
Gulfat ..... 29.80 78 82 SE 2  
Sharp Peak ..... 29.81 78 89 E 1  
Amoy ..... 6.30 a.m. 29.81 75 90 NE 1  
Swatow ..... 9 a.m. — — —  
Canton ..... 10 a.m. 29.76 80 NNE 2  
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Cap Rock ..... 29.74 — ESE 2  
Macao ..... 29.73 83 SSE 1  
Haiphong ..... — — —  
Manila ..... 29.84 90 66 SSE 1  
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Osima ..... 29.66 — N 6  
Naha ..... 29.74 — NW 2

Ishigakijima ..... 29.74 — NE 2  
Taishoku ..... 5 a.m. 29.78 — O 0  
Taichu ..... 29.70 — O 0  
Tainan ..... 29.75 — E 4  
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C. S. James, 10 a.m. — — —

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FROCKS FOR SUMMER WEAR.

June 6th.

R. G. HECKFORD,  
MANAGER.